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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XXI • NUMBER 3 • JANUARY/FEBRUARY 2003



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

A PLEA TO THE '37-'38 BUICK CLUB MEMBERSHIP

Dear Members: Still no luck in finding a new Editor to take over the Torque Tube. Please call if you're interested. Otherwise the Club will be without the Torque Tube from September on.

Note from the Torque Tube Art Director to the members of the 1937-1938 Buick Club: There is great concern in finding a new Editor for the TT. I've stated that I am willing to stay on as Art Director but when Harry Logan takes his well deserved retirement, there will be **NO ONE** to manage and process all the various materials sent in from members and advertisers.

As Art Director, I can not do it alone. The Editors position as most important. Without an Editor, there will be **NO ONE** to maintain the correspondence relationship with the membership, **NO ONE** to maintain membership data base, **NO**

ONE to maintain membership bank account and correspondence, **NO ONE** to funnel stories, articles and photos to the Art Director, **NO ONE** to generate mailing labels for the printer and make payments for the printer, post office and other operating expenses. It's possible that his position could be split up and maintained between several members. Look at the chart below and see if you can find a portion of the tasks to help be of service to your Club.

Let's face it, if within the membership we can not find anyone to fill the shoes of the Editor, **there will not be a Torque Tube. And if there ceases to be a Torque Tube, the Life Blood of this Club, there will not be a 1937-1938 Buick Club.** With only three (3) more issues of your Torque Tube yet to be published it is imperative that you call Harry now and ask **what you can do to save this Club!**



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS





These three Buicks covering almost one hundred years belong to **Daniel Barnard** (#1266) in Willoughby, Ohio. They are from left to right, a 1938 Special Convertible Sedan Model 40C, a 1998 Regal LS and a 1908 Model 10 surrey. 1908 was the year General Motors was founded with Buick as its first brand. It was also the second year of Buick's the torque tube drive. Daniel has recently sold the '38 and will be replacing it with a mid-fifties convertible coupe.

PLEASE FIND AN EDITOR!

Women Drivers!!!! My name is Bob. Driving to my office this morning on New Mexico Interstate 40 near Central & Tramway, I looked over my shoulder to the left and there was a woman in a brand new Corvette, with her face up next to the rear view mirror putting on her eye makeup. I looked away for a few seconds, and

when I looked back, there she was halfway over in my lane, still working on her eye liner. It scared me so bad I dropped my electric shaver which knocked the Krispy Kreme doughnut out of my other hand. In all the confusion of trying to straighten out the car with my knees against the steering wheel, my cell phone was knocked from my ear and it fell into my Starbucks coffee between my legs, splashed and burned BIG BOB and the TWINS, ruined the phone and disconnected an important call. DAMN WOMEN DRIVERS! Thanks to Carol Hamro for sharing this.

PLEASE FIND AN EDITOR!

If you suddenly found yourself in Toronto, Canada and you needed some 1938 McLaughlin Buicks in a hurry, it's comforting to know that The Avonhill Group Inc. can promptly deliver these. They're a motion picture



The **TORQUE TUBE** is published every two months. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clibs.hemmings.com/1937-1938buick/>

Please send all articles, ads subscriptions and inquires, etc. to:

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vehicle company. Their website is <http://www.avonhill.com>. They have quite a few late 30s & 40s cars, along with more modern wheels. Thanks to **Paul DeLucchi** (#1246) for sharing this.

TACKLE NEW SHACKLES:

Don't forget to replace your car's shackles while installing new leaf springs in your '37 Buick. Springs have to absorb road shock and support the car's weight. **Eaton Detroit Spring Co.** has been building suspension parts for more than 60 years and can provide shackles and springs for cars built as far back as 1927. They make their springs from SAE 5160 High Alloy Spring Steel peened for longer life. They are the only spring company licensed by both Ford and GM. The cost of a pair of 1937 Buick leaf rear springs is \$449.00.

Eaton Detroit Spring Co.

Their phone number in Detroit, MI is
(313) 963-3839.



Received a note from **José Pardo** (#558) in Cali, Columbia with two photos of his 1937 Special Sport Coupe Model 46S:

"Just one day before I had old age surgery (prostate), I had my '37 coupe out of the Museum of Transportation for the first time since it arrived in Colombia. It was one of 136 cars in an antique car parade in Cali."

"I bought this car from Dave Tacheny in

coupe, painted Samarra Biege. Don't remember who sent this to me.

The October, 2002 GM Dealer Spotlight magazine featured **John R. Young** (#1579) in Louisiana (top of page 5). The article reads:

"Young stars with a couple of his classic GM vehicles—a 1938 Buick and a 1937 Chevy—in television ads for his John R. Young Chevrolet-Pontiac-Oldsmobile-Buick-GMC store in Eunice, La. And, he will even take an interested customer for a ride in one."

"The ads, which ran on network and cable channels, called attention to the dealership's traditional way of doing business, he said."

"People see me driving my 1937 Chevrolet pickup to the store and usually stop to tell me how much they like the commercials and the idea of old-fashioned values our dealership represents, Young said." Thanks to **Christine Osborne** (#1273) for sharing this article.

PLEASE FIND AN EDITOR!



Christine is an artist and had a booth at the Auburn, Indiana annual classic car auction. At the site of the Kruse Auction building, opposite the art tent, there were hundreds of cars waiting to go on the auction block.

One (photos A & B) was a maroon '38 Roadmaster Model 80C Sport Phaeton. It was a McLaughlin-Buick with a beautiful restoration (*not fresh but still gorgeous*). It was the cover car and featured in the April, 1995 Buick Bugle magazine. It sold for \$52,000.

The bottom photo shows another Buick at the auction, a maroon '37 Convertible coupe. Christine did not know if it sold or not.



Peter Breitenstein (#939) in Namibia, Africa just finished restoring this Nash LaFayette convertible coupe. He is now going to start on his '38 Buick Limited. He also has a restored '38 sidemounted Century Sedan.

PLEASE FIND AN EDITOR!

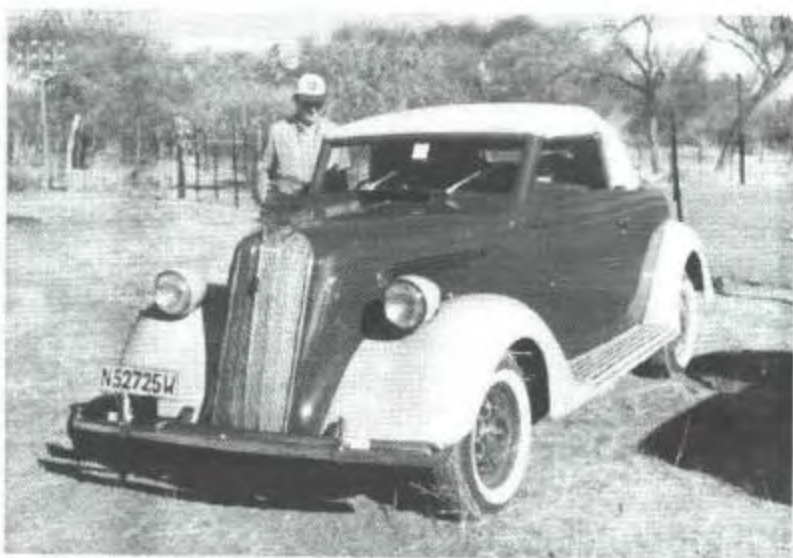
This '37 hearse was for sale on eBay in December. The hearse had been made out of a Limited sedan years ago. It was for sale in England. I believe it is the same '37 hearse shown on page 15 of the September/October, 2002 Torque Tube in the article about "A Time Warp Garage." Thanks to both **Charles Jekofsky** (#524) and **Karl Nickoloff** (#77) for sharing this.

This black 1938 Buick Model 90 custom limousine, at the top of page 7, was built for New York City Mayor Fiorello LaGuardia. It sold at the R&M Auction in Novi, Michigan in November for \$21,000.

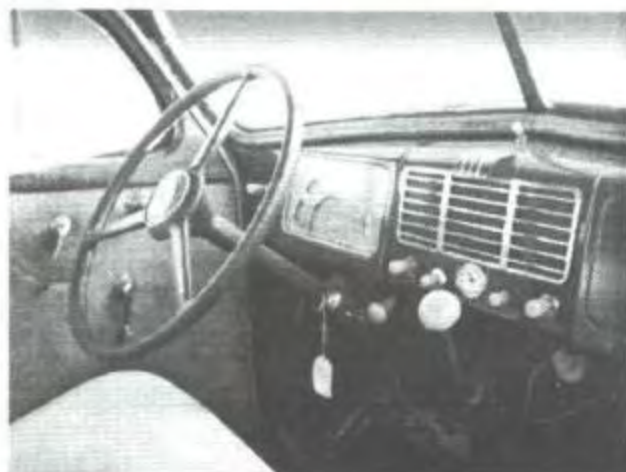
The body was built by Rogers and features jump seats and a custom fitted trunk. It was designed for official use, providing onlookers with an excellent view of the car's occupants. While solid and complete, this unique Buick will require a full restoration.

The two photos, in the middle of page 7, of the '37 Special Business coupe model 46 was also offered for sale on the eBay auction in Decem-

ber. It has the hard rubber steering wheel instead of the more common banjo steering wheel. It was bid to \$5,722 when I looked at it. Thanks to



Here's a sight you don't see often, two restored 1938 Century Coupes in near perfect condition. The beige one belongs to **Randy Hosler** (#1443) in Michigan and the dark grey one to **Harry Logan** (#651) in California.



Charles Jekofsky (#524) in Oregon for sharing the eBay auction information on these last two cars.

The bottom photo, of a '38 coupe, was taken February 28, 1940 at the Berkeley approach to the San Francisco-Oakland Bay Bridge. Flood waters swamped draining systems, slowing traffic to a snail's pace. Special flagmen were assigned to patrol and assist motorists through deep waters. Thanks to **Paul DeLucchi (#1246)** for sharing this photo. Thanks also to the San Francisco History Center, San Francisco Public Library for permission to use this photo.

PLEASE FIND AN EDITOR!



ANNOUNCEMENT! **WESTERN 37/38 TOUR**

Salem, Oregon

August 9-10-11-12-13, 2003

We'll meet in Salem on Saturday August 9. On Sunday August 10 we'll go to the All Buick Meet at Western Antique Powerland, home of Pacific Northwest Truck Museum and the Oregon Electric Railroad Trolley museum. We'll tour the Oregon Gardens and the only Frank Lloyd Wright designed home in Oregon. This home was of the "Usonian" design and was featured in Life magazine in 1938.

We'll drive to beautiful Silercreek Falls State Park and have a 1930's style picnic lunch. Then we'll go to Evergreen Aviation Museum in McMinnville to see the famous all wood "Spruce Goose" built by eccentric

Howard Hughes and many other planes including an SR-71 Blackbird, the fastest jet ever built. At top speed, the Blackbird covered 35 miles per minute and carried cameras capable of photographing a golf ball on a green from 15 miles up.

Host hotel will be the
Phoenix Inn Suites

4370 Commercial St.S.E. Salem, Oregon
97302 Telephone: (503) 588-9220

This 1938 Buick Limited with sidemounts Christmas ornament was offered for sale in the December, 2002 Buick Bugle for \$7.00 postpaid. It has the word BUICK in capital letters below the car. It also has the word Limited in smaller letters. It is shiny and gold colored and looks nice. In my opinion, it could represent any series '38 Buick. It also has a little 2002 pendent which could be easily removed if desired. Only 288 were made. If you're interested, contact:

BUICK DRIVING ENTHUSIASTS

1424 Dogwood Court
Kissimmee, FL 34744

PLEASE FIND AN EDITOR!

Here's more interesting material on our cars from **Paul DeLucchi** (#1246) in San Francisco. He writes: *"For over two years now I have been trying to get hold of the movie 'Hell is a City', filmed in 1958 in Manchester, England, because I heard that it had a 1938 Buick in it. Well, success is at hand. And what did I discover but the car is operated by the villains! The three thugs actually club a girl to death on the back floor of the car — but tastefully — so British!"*

"She's done all the talking she'll ever do."

Here's some info on the movie: It stars Stanley Baker, John Crawford, Donald Pleasence. This crime thriller was nominated for two British Academy Awards, *"acclaimed for its startling realism, shocking violence and gritty Manchester locations."* Well, that's what they thought at the time, anyway. One of the award nominations was for best screenplay, and all I can say is that it must have been a thin field to choose from that year. But the scenery is gaunt and marvelous -you really are in industrial England in 1958.

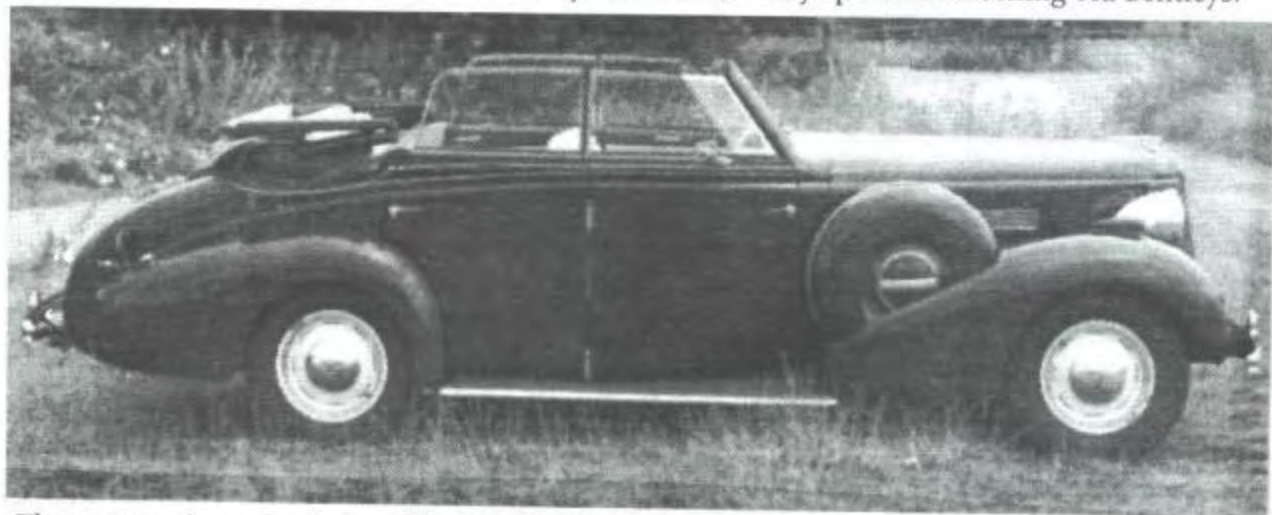
ED: The car is a '38 Special as indicated by the ivory "bones" on the rear window garnish molding. It is a model 41 with dual sidemounts and accessory driving lights. Note the small rear view mirror mounted on the right



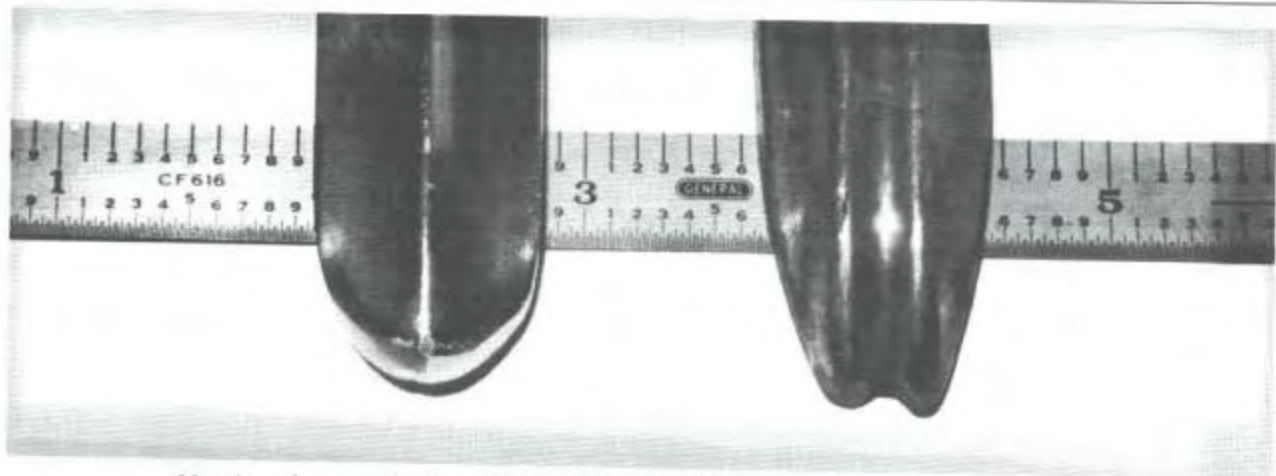
front fender and the turn signal annunciators on each side ahead of the front door. The license plate number is ELH 403. Do any of our British members own this car?



This maroon 1937 McLaughlin-Buick with a custom British body by Maltby's was recently sold by British dealer Stanley Mann (www.stanleymann.com). They specialize in selling old Bentleys.



The car was shown in the last 9th Cylinder. It was formerly owned by one of our former members, **Victor Lane** (#1014) in Wales. One unusual feature is its hydraulically operated top mechanism. Hydraulic rams, one on each side, raise and lower the top at the touch of a button. There was a two page article on this car in the March/April 1999 Torque Tube.



Here's a close-up look at '37 (right) and '38 (left) running board mouldings. Both the running board and beltline mouldings are different between the '37 and '38 Buicks. Buick Restoration Services sells excellent reproductions of both mouldings. See their ad on page 32.

PLEASE FIND AN EDITOR!

Dick Sirianni (#1351) writes: "In the November/December issue there was a photograph of drinking glasses etched with a 1937 Model 41 on them, as auctioned on Ebay. Well,.....I was the lucky bidder, by one dollar, for those wonderful glasses. They came from a gentleman in Maryland who had bought his first Buick, from the original owner, a few years before. He was at the meet in Hershey, in the latter '70's, and ran across a vendor who did that type of glass etching, so he had him do a set of six drinking glasses. They are shaded black in



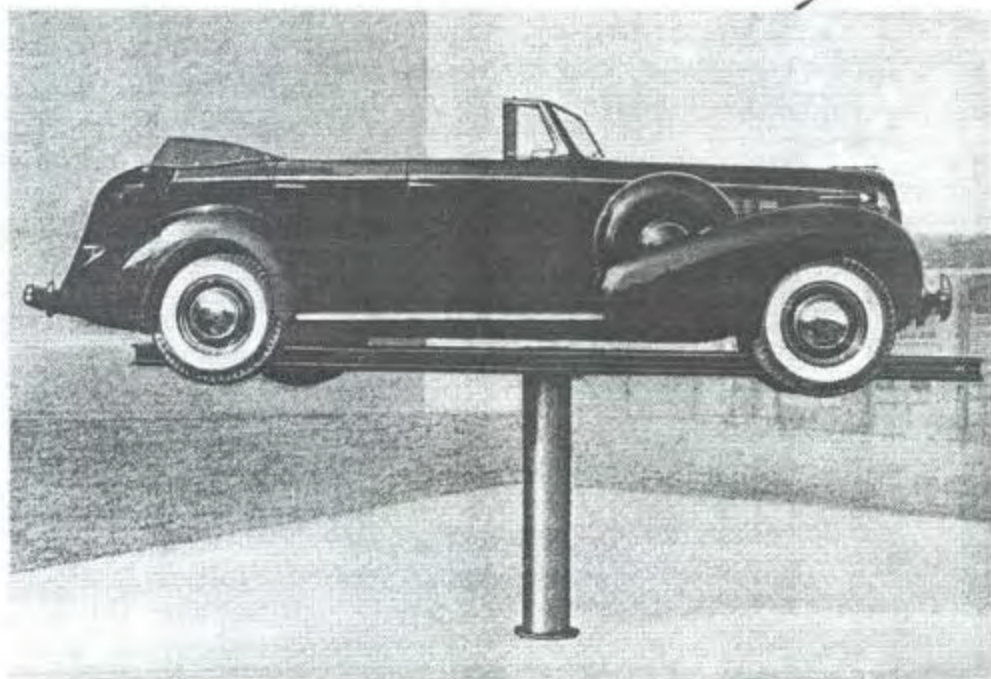
some areas and the outlining is so distinctive there is no mistaking you are looking at a beautiful rendition of a 1937 Model 41. The workmanship is excellent.

The seller no longer has any Buicks and was selling all of his leftover Buick items. I was also able to purchase an original wheel block, that came with the car when it was new, several mint condition items on how to care for your Delco battery, mohair upholstery, service policy etc.

These glasses and other items will make wonderful additions, as display items for my '37 Model 41 when I take it to car shows in the summer." Thank you Dick Sirianni for sharing this with our members.

Please! If you find this 1937-1938 Buick Club one of the rare and unique car enthusiast organizations and feel that it would be devastating to find your mailbox empty this coming September then please help us find a new editor. If you have any computer experience or want to become involved in saving this Club please contact me (650) 941-4587 or e-mail me at: harrylogan@earthlink.net and offer your support.

Harry



This photo of a 1937 Buick Roadmaster Convertible sedan was used in an ad for The New Manley Hydraulic Lift that appeared in the November, 1937 MoTor magazine.

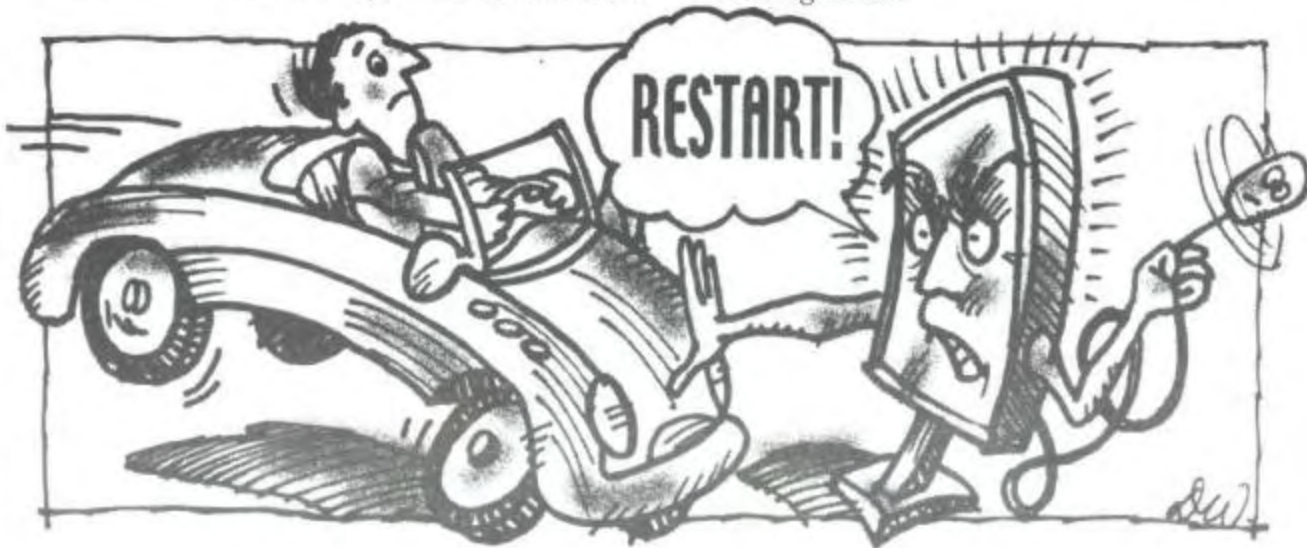
Did you notice the cover cars are 1938 Buick convertible coupe models? They are offered for sale by Victory Models in New Jersey. They also offer a 1938 coupe and sedan as well as a 1940 sedan and convertible. All their models are in 1/43rd scale. See their ad on page 30.

CAR VS. COMPUTER TECHNOLOGY

At a recent computer show (COMDEX), Bill Gates reportedly compared the computer industry with the auto industry and stated, ***"If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 miles to the gallon."***

In response to Bill's comments, GM issued a press release stating: ***"If GM had developed technology like Microsoft, we would all be driving cars..."*** with the following characteristics:

1. For no reason whatsoever, your car would crash twice a day.
2. Every time they re-painted the lines in the road, you would have to buy a new car.
3. Occasionally your car would die on the free-way for no reason. You would have to pull over to the side of the road, close all of the windows, shut off the car, re-start it, and re-open the windows before you could continue. For some reason you would simply accept this.
4. Occasionally executing a maneuver such as a left turn would cause your car to shut down and refuse to re-start, in which case you would have to re-install the engine.
5. Apple would make a car that was powered by the sun, was reliable, five times as fast and twice as easy to drive, but would run on only 5% of the roads.
6. The oil, water temperature and alternator warning lights would all be replaced by a single "This Car Has Performed An Illegal Operation" warning light, and the car would not work.
7. The airbag system would ask "Are you sure?" before deploying.
8. Occasionally, for no reason whatsoever, your car would lock you out and refuse to let you in until you simultaneously lifted the door handle, turned the key and grabbed hold of the radio antenna.
9. Every time a new car was introduced, car buyers would have to learn how to drive all over again, because none of the controls would operate in the same manner as the old car.
10. You'd have to press the "Start" button to turn the engine off."



JUST FINISHED MY BUICK

By Royce Garmon-Oklahoma

Well, I finally have just about completed my '37 Buick Special 2-Door Trunk Back Sedan Model 48. I entered it in a local car show and it took first place in the 1950 and under class and was also given the Mayors Trophy. I was so excited, not bad for its first showing. I still have some things to be completed such as the Buick stainless name plate on one of the side mount covers and having new rubber put on the running boards. I removed the old rubber from the running boards and then painted them flat black for the car show, and they looked pretty good. This was not a frame off restoration, I just don't have the equipment to do that, but I can honestly say I have had my hands on just about every bolt on this car.

I want to thank all the Club members who have given tips on repair in the Torque Tube. These tips have helped me considerably. I also want to thank Dave Tacheny for his outstanding knowledge and his patience in answering many questions I had.

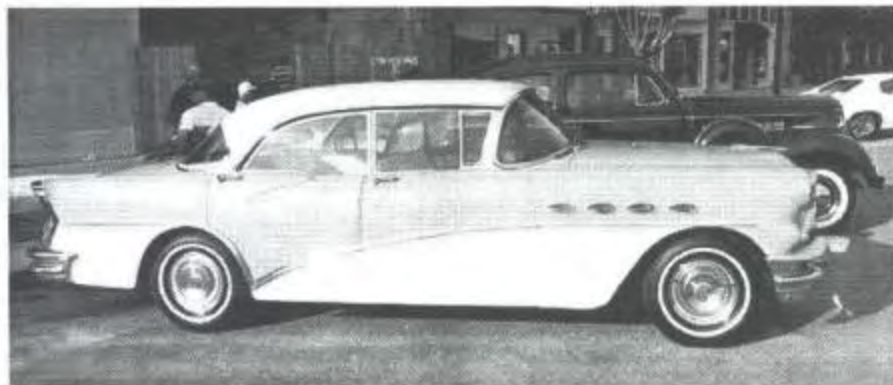
Now I would like to give some idea of what was done to get this Buick where it is today. The interior was purchased from Hampton Coach and was installed by a local shop. The original engine ran great but I quickly found out that the block was filled with rust and would get hot fast. I had a 1949 engine that was in great shape, so I installed



it and it just runs great. I had the radiator cleaned and modified for a 7 pound pressure system. I need it here in Oklahoma because it gets very hot in the summertime.

The color is a 1976 Buick dark green metallic enamel color-sanded and buffed with micro finishing compound, and then hand glazed with 3M glazing finish. I put B.F. Goodrich 2 1/2 inch white walls on the car, I just liked that tire better than the wide whites. Kind of a personal thing.

I also entered my 1956 Buick Century 4-door hardtop in the car show and it took third place in its category. This car is painted pink and white with a black and white interior. Now I've started restoring a 1964 Skylark convertible and I have a 1957 Special 2-door hardtop waiting in line also. Boy, I wonder if I'll live long enough to complete them?



1937-1938 BUICK CLUB EASTERN MEET & TOUR

LEXINGTON, KENTUCKY MAY 13-14-15-16, 2003

Pat & Steve King (#776)

Greenwood, Indiana - Hosts

The city of Lexington is located within a day's drive of 75% of the U.S. population, Lexington is the northernmost city in the south, and it's centrally located in the Bluegrass Region of Kentucky.

Come tour with us through some of the most beautiful countryside anywhere. This region is home to over 450 horse farms along with Civil War Battlefields, bourbon distilleries, and world famous arts and crafts.

Plans are being made to tour the Kentucky Horse Park, a bourbon distillery, a car manufacturing plant, a private horse farm, a historic community - Shaker Village of Pleasant Hill and other attractions.

Our host hotel will be the Springs Inn,

"A Lexington Tradition since 1948...True Southern Hospitality."



----- (Please copy and return this form) -----

2003 EASTERN MEET REGISTRATION

NAME(S) _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

TOUR CAR YEAR/MODEL _____

- | | | |
|-------------|-------------|------------------|
| • Wednesday | 5/14 Tour | #Attending _____ |
| • Thursday | 5/15 Tour | #Attending _____ |
| • Friday | 5/16 Tour | #Attending _____ |
| • Friday | 5/16 Dinner | #Attending _____ |

MEET REGISTRATION FEE - \$15.00/CAR

MAKE CHECKS PAYABLE TO:

STEVE KING

629 WEST MAIN STREET

GREENWOOD, INDIANA 46142

PHONE: (317) 881-8303 E-MAIL: KINGBOILER1937@AOL.COM

HOST HOTEL

THE SPRINGS INN, 2020 HARRODSBURG ROAD, LEXINGTON, KENTUCKY 40503

TOLL FREE RESERVATIONS: 1-800-354-9503

PHONE: (859) 277-5751

www.springsinn.com

**MAKE RESERVATIONS DIRECT WITH THE HOTEL, AND DON'T FORGET TO MENTION
THE 37-38 BUICK CLUB TO GET THE SPECIAL RATE:**

\$65.00 + TAX ----- 30 ROOMS ARE BEING HELD UNTIL APRIL 13

Fees for attractions and food costs will be collected after reservations have been made.

BUICKS IN MOSCOW

By Andy Chrisanfov of Auto Review Magazine

Our guest writer is Andy Chrisanfov, corresponding from Moscow on the subject of — you guessed it — old Buicks. Andy is a journalist with Auto Review, and an automotive historian.

"Over here," says Andy, "we used to have a fair amount of pre-war Buicks. But in 1954 there was an attempt to get rid of all the war trophies and put the average Moscow citizen back on the streetcar. All pre-war machinery, regardless of origin, was ordered off of Moscow streets. Therefore, nearly all of the pre-war Buicks had to dwell outside the city. I remember a '39 Limited sedan, badly wrecked (*head-on collision*) but still on the road; a pair of Centuries and a Special four-door relegated to a Moscow suburb."

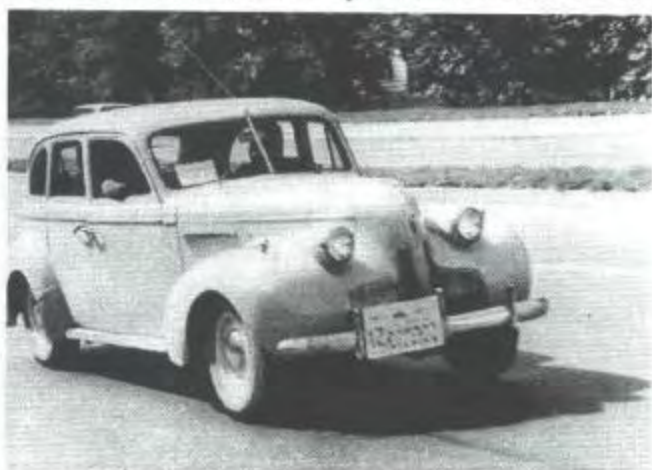
"Some owners did not comply, however, and those Buicks remained here — including a strange contraption hand-built off the remains of a '39 Special coupe, complete with tail fins! At least one '39

Special perseveres, and a '38 Special sedan has appeared from nowhere with a '36 radiator badge. A '48 Super convertible might be excused as it has a pre-war body. There were two identical roadsters from 1931, one green and the other white, but the latter disappeared from public view some 10-12 years back. Also missing

is a '42 Limited frequently seen on downtown streets in the early Sixties."

"This '39 sedan is carrying old car rally plates that say 'Kaunas to Vilnius: 1917-1977' and evidently celebrate the Revolution anniversary, even though Lithuania had nothing to do with this event. The photo

is from an old car rally somewhere in the Baltic States in the early '80s."



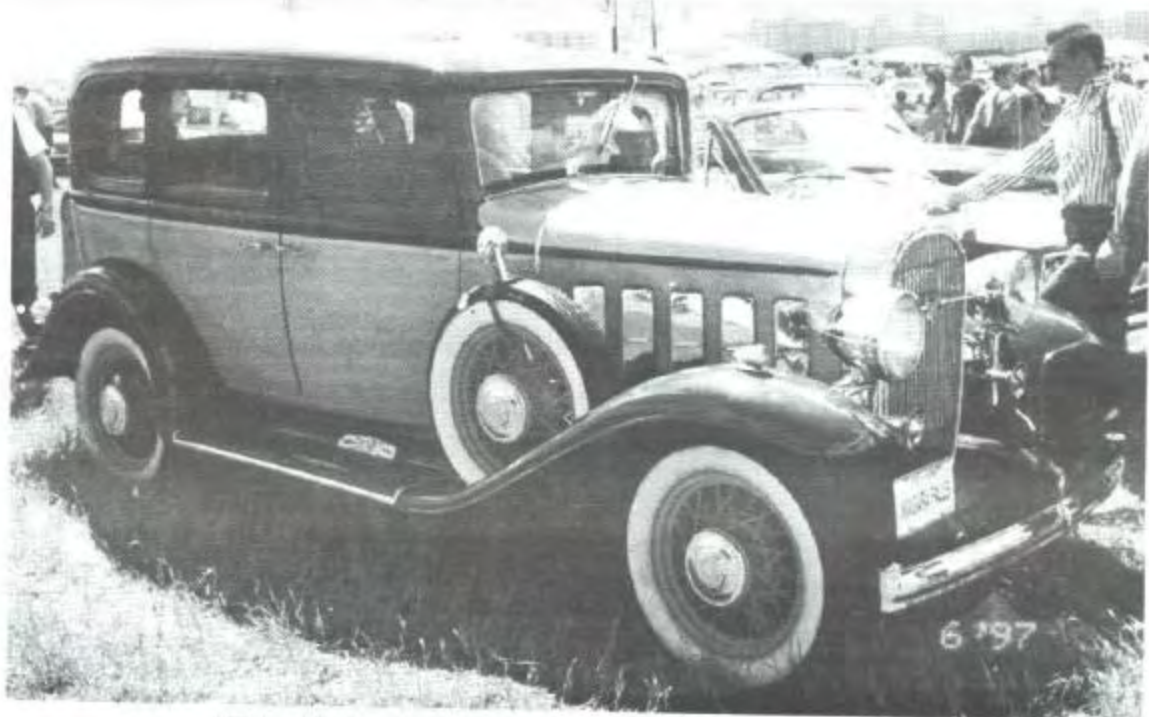
"A bumper from a Volga adorns the front of a '38 coupe, evidently a Special, with license plates stating that it's a private vehicle from the city of Gorky."



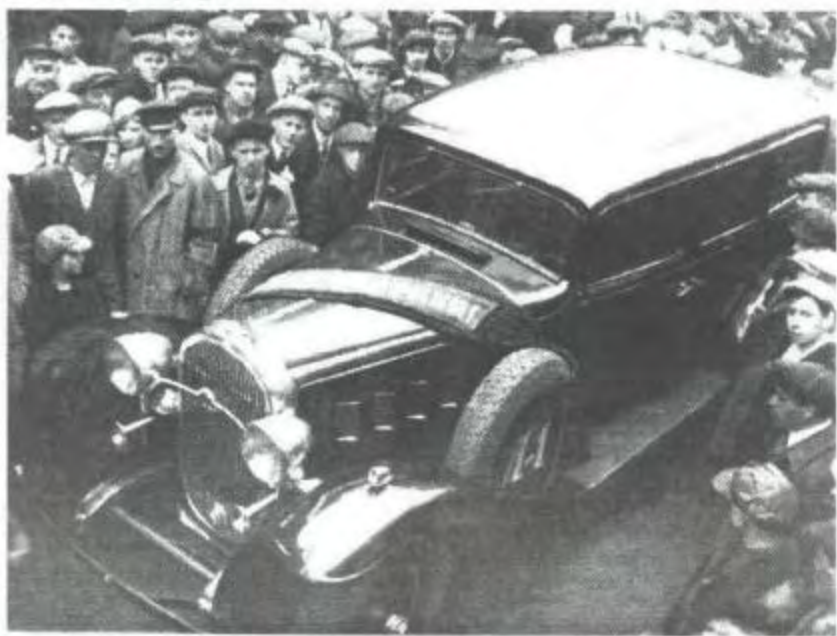
Here's a side view of the '38 coupe. It has a '36 rear wheel and the wrong hub caps.



"The Red banner (waving) behind this '38 Special at last year's AutoExotica reads 'Molotov Garage' — the restorer's logo, a play on words with Molotov Cocktail. This restorer usually deals with Russian-built cars."



"This 1932 sedan materialized out of thin air back in '97 and was never seen afterwards. It's an import."



"Nevertheless, it was a 1932 Buick that served as a model for the first Soviet luxu-limo back in the Thirties — the L-1 (*limousine-1*). Only seven copies were produced and none have survived."



"The black '39 Century sedan with sidemounts was caught live at the only spot in Moscow where a private person could buy or sell his used car in those days — a vast and normally empty spot near the Southern river cargo port. The big edifice in the background was the last residential building for miles and miles."

"Moscow is a fairly strange place these days. Last year the AutoExotica stands boasted a real — not replica — 1928 Auburn Speedster (*seen it myself*), and there are tales circulating about a Cord L-29 somewhere in the garages out of the public eye. But the post-war Buicks usually make the scene; these are newer and better preserved."

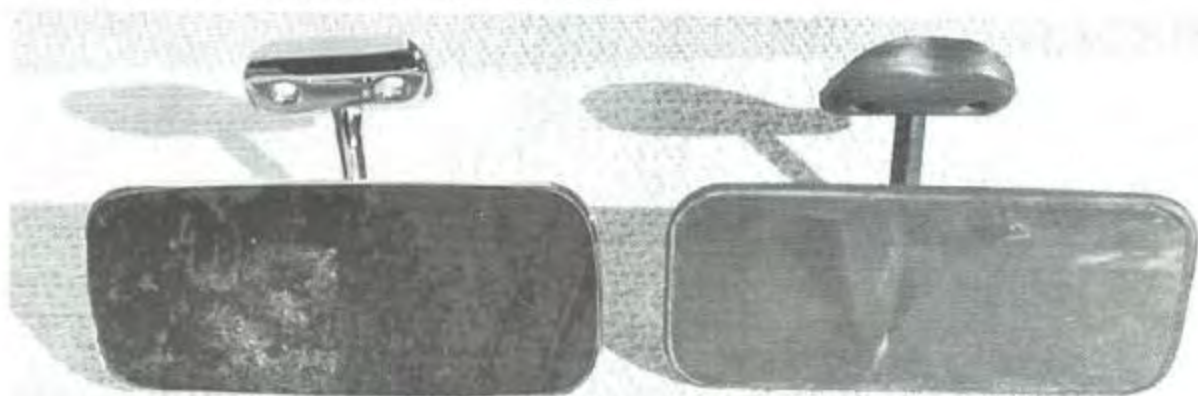
Interested in Buicks or other automotive goings-on in Moscow? Contact Andy Chrisanfov at: a.chrisanfov@autoreview.ru.

Thanks to **Paul DeLucchi** (#1246) for sharing this article which first appeared on his Prewar Buick Web Site: www.prewarbuick.com

REPAIRING THE REAR VIEW MIRROR

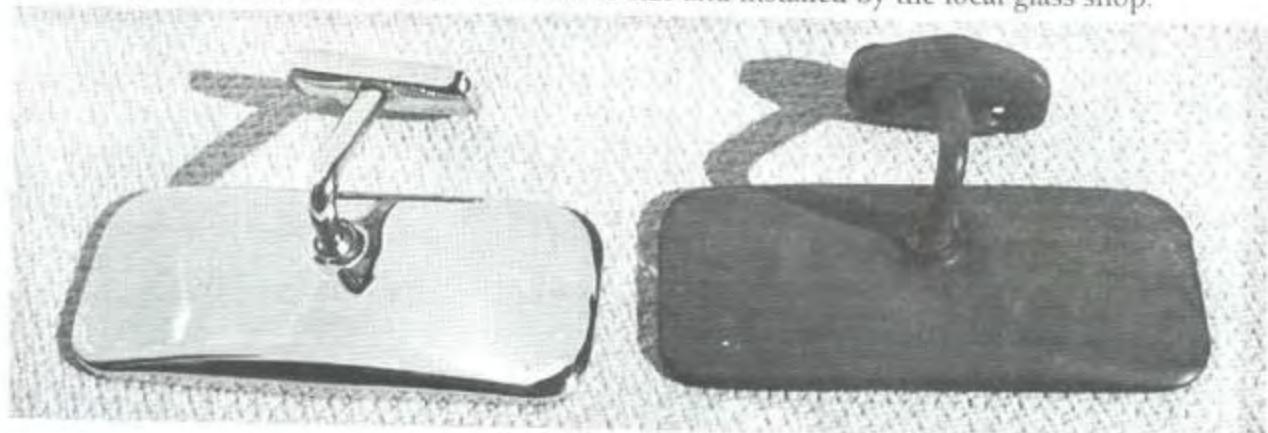
Technical
TIPS

By the Editor



The mirror case on convertible coupes and convertible sedans was chrome plated (left) while sedans and coupes were woodgrained to match the window molding (right).

My convertible coupe had an incorrect woodgrained mirror off a closed car. The mirror was old and I could not see well out of it. So I broke the mirror and had the metal case chrome plated. Next, I purchased a piece of flat rear view mirror glass from a local auto parts store. The mirror was for a modern car or truck. I chose a mirror that was larger than the original '38 one. It cost \$9.00. Then for \$30.00, I had it cut to size and installed by the local glass shop.



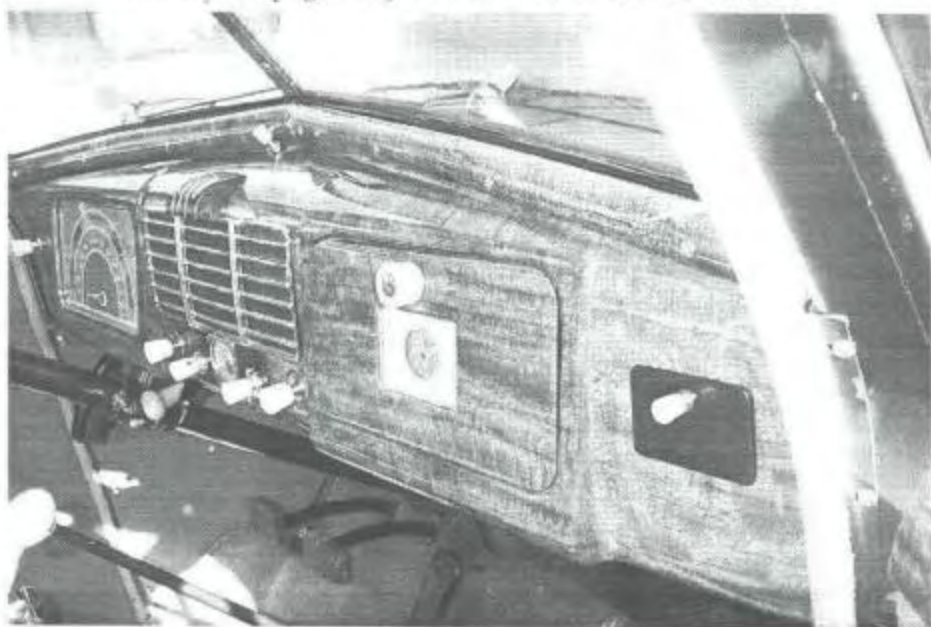
Now I have a correct chrome plated mirror that I can see out of!



Technical TIPS

'37 SERIES 40-60 INSTRUMENT PANEL FINISHING

From a Buick Motor Company letter dated December 1, 1936.
It is also on page 38 of the 1937 Dealer Service Bulletins



The Instrument Panel is a separate steel plate unit, secured in place with self-tapping screws. The lower edge is insulated from the front and frame with a strip of Protection Tape to prevent squeaks at that point. The upper edge lies along the windshield opening and the screw heads at this point are concealed by the windshield garnish molding. Insulation at the upper edge is provided by the windshield sealing compound which has a tendency to work under the panel and act as a silencer.

In production, the finishing decal or transfer is applied to the sheet of steel before the instrument panel is stamped out. After coming out of the die, the panel is oil sanded and

sprayed with clear lacquer to bring out the luster.

Only scratches or small cuts can be successfully repaired. For this touch-up work, the dealer can mix up a paint that will match the color of the panel, or he can obtain the exact color by ordering Prima Vera Grain N-150 from Ferbert-Schoerndorfer Co., Cleveland, Ohio.

If any considerable area of the surface has been marred, two courses are open to the dealer. First, if acceptable to the owner, the entire surface of the panel may be cleaned off to bare metal and the panel primed and finished in an appropriate shade of Duco paint. Second, the entire panel may be removed and replaced with a new panel ordered from the factory Parts Department as follows:

FACTORY PARTS

Group No.	Part No.	Name	For
10.230	4078246	Instrument Panel	40-60-Less Convertibles
10.230	4078255	Instrument Panel	40-60 Convertibles Only

Note that Transfer (Group 10.261 - Part No. 4075399) can be supplied by the Factory Parts Department but, since the panel must be removed from the body in order to apply the transfer properly, it will usually be found more economical and more satisfactory to install a new panel.

TO REMOVE THE INSTRUMENT PANEL

1. Remove rear view mirror and windshield garnish molding.
2. Remove door weather-strip fastenings from floor to top of windshield in order to bend weather-strip out of the way.
3. Remove glove box door and place in glove box. Remove glove box screws.
4. Disconnect hand throttle control cable at carburetor.
5. Remove light switch knob from panel. *(It is unnecessary to disconnect the wires).* First unhook control button from switch and then pull out of panel. With an Allen wrench, remove bezel which holds light switch against panel. *(See Figure 12-37 from Shop Manual shown below).*
6. Remove cigar lighter wire connection.
7. Remove map light from panel. Remove bulb and socket from shield. The wire and socket base may then be pushed through the panel opening.
8. Remove radio control knobs by loosening set screws. Remove control bezels and lock nuts. It is unnecessary to remove the radio.
9. Remove two screws holding cowl ventilator control.
10. Remove steering column bracket screws at panel.
11. Remove all screws holding instrument panel to the sub frame.
12. Slide panel out slightly and unhook wiper control which will complete the disassembly. It is unnecessary to disconnect any part of the instrument cluster as this is fastened to a sub frame.

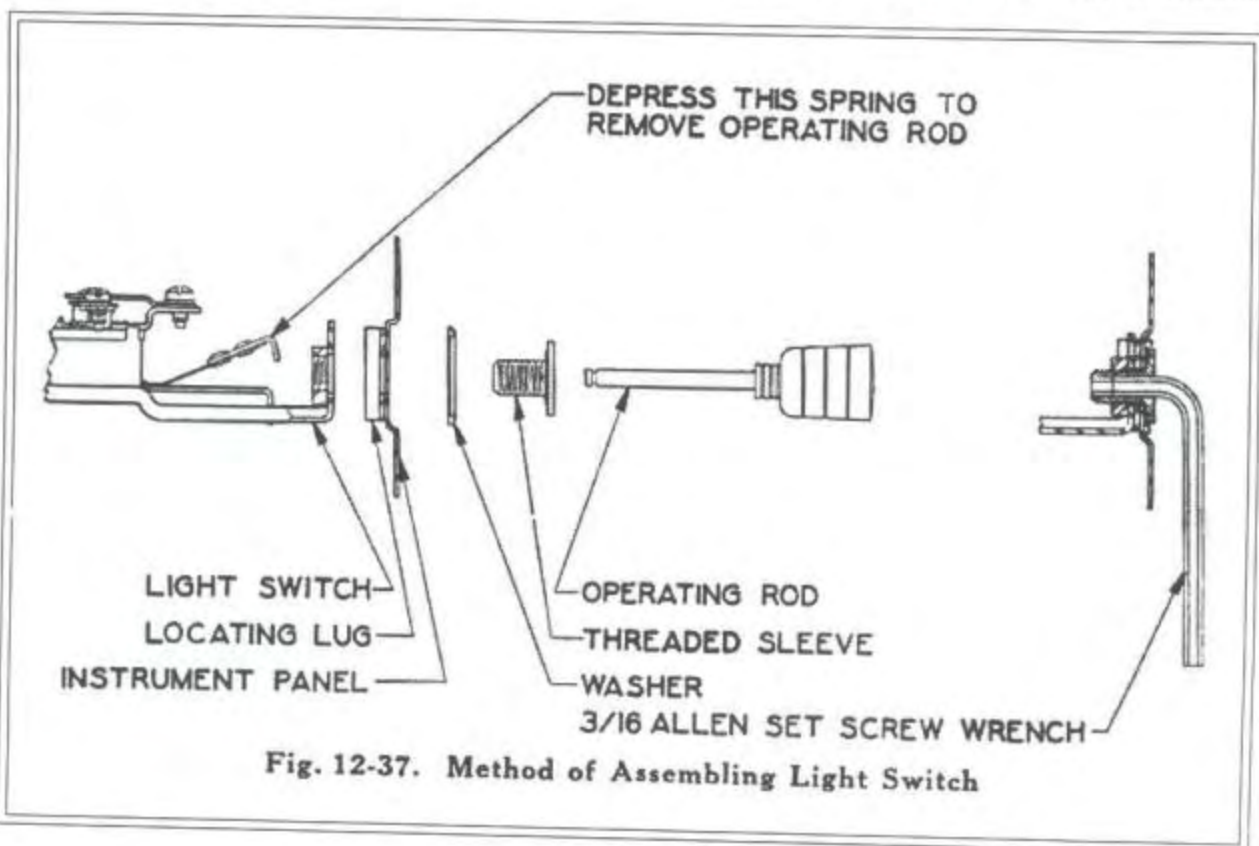


Fig. 12-37. Method of Assembling Light Switch



Technical TIPS

By the Editor

BUICK FUEL PUMPS

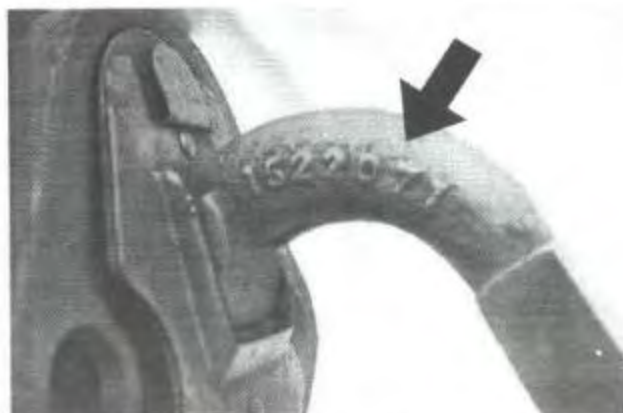


Buick used AC fuel pumps on 1935 to 1952 Buicks. The AC part number is stamped on the pump's mounting flange. Check this number and compare it to the tables below to make sure you are buying or using the correct pump.

Make, Year and Model	Pump No.	Pump Pressure, Lbs.
AUBURN		
1935-36 Six	1814	1½-4
1935-36 Eight	2146	1½-4
BUICK		
1935 Ser. 40	1765	2½-3½
1935 Ser. 40	1794	2½-3½
1935-38 Ser. 40	1854	2½-3½
1935 Ser. 50	1538 *	2¾-4
1935 Ser. 50	1804 *	2¾-4
1935 Ser. 60, 90	6138 *	3-4½
1935 Ser. 60, 90	1805 *	3-4½
1936-38 Ser. 60, 80, 90	1838 *	3-4½
1938-39 Ser. 40	3703	2-3½
1939 Ser. 60, 80, 90	3868 *	3-4½
1940 Ser. 40, 50	7100 *	4-4¾
1940 Ser. 60, 70, 80, 90	3992 *	4-4¾
1940-52 Ser. 40, 50	7337 *	4-4¾
1940-52 Ser. 60, 70, 80, 90	7338 *	4-4¾

Car Model	A. C. Pump No.	Exchange Number	Pump Model
BUICK			
1935, 40	1521765	417	R
40	1521794	417	R
40	1521854	423	W
50	1521538	474	I
50	1521804	474	I
60, 90	856138	420	F
60, 90	1521805	420	F
1936, 40	1521854	423	W
60, 80, 90	1521838	422	AB
1937, 40	1521854	423	W
60, 80, 90	1521838	422	AB
1938, 40	1521854	423	W
40	1523703	504	AF
60, 80, 90	1521838	422	AB
1939, 40	1523703	504	AF
60, 80, 90	1523868	518	AB
1940, 40, 50	1537100	519	AJ
60, 70, 80, 90	1523992	520	AJ
1941, 40, 50	1537387	529	AJ
80, 70, 90	1537338	530	AJ
1942, 40, 50	1537338	530	AJ
60, 70, 90	1537338	530	AJ

For example, the pump above came in a box marked 1937 Buick Series 40. The flange number is 1765. Looking at the chart, we see 1765 was for 1935 Series 40 Buicks. It works with a minimum and maximum pounds of pressure of 2 1/2 to 3 1/2 pounds, the same as a 1937 Series 40, so it will probably work. The correct number for a 1937 Buick Series 40 car would be 1854. The asterisk * indicates it is a combination fuel and vacuum pump which are used on Big Series cars (the vacuum pump is for the windshield wipers). Sometimes the number stamped on the mounting flange is the seven digit Buick part number. Often the flange number is difficult to see. You may need to use a magnifying glass.



Note: The seven digit number on the pump's arm is NOT the pump number.

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

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I have both halves. They have been almost completely stripped of all chrome.

Both sides have some pits, but no broken bars. It could be repaired for plating \$180

Tom Nunez

Phone: (504) 279-9908

E-mail: thomas.a.nunez@exxonmobil.com

• 1937 & 1938 PARTS

1937-38 Stainless trim for tread cover for sidemounts, 40 Series \$35

1937-38 Stainless trim for tread cover for sidemounts, 60 Series \$15

1937 Stainless door trim mouldings,

front & rear for all 4 door models in 40 or 60 Series \$30 set

1937 NOS right rear wheel cylinder, 40 & 60 Series \$20

1937 "Buick 8" grille emblem \$10

John Johnson (#697)

276 N. Seymour Ave.

Mundelein, IL 60060

Phone: (847) 566-5005

• 1937 PARTS

4 new stainless steel hubcaps for 1937 Buick. Never used or mounted \$175 set

Lauren Matley (#46)

13912 SE 241st Street

Kent, WA 98042

e-mail lkmatley@hotmail.com

• 1937 PARTS

1937 Buick Straight Eight Special engine, complete with carb and starter

in running condition and 3-speed transmission \$1,500.00 obo

The rear end w/driveshaft is extra for \$500.00.

Call Mike Shallus

Telephone: (954) 249-1024 in Florida.

• 1937 PARTS

Windshield wiper dash plastic knob \$7

Stainless body moulding, one running board, pair hood,

pair 2 door, pair 4 door front \$90 all

Stromberg Carburetor rebuild kit \$10

• **1937-1938 PARTS**

Pair headlight chrome trim	\$30 pair
One sidemount badge, rechromed	\$40
One sidemount badge, original	\$25
Pair of sidemount badges, repro	\$90
Dome light switches (2)	\$2 each
6 correct stainless bumper bolts	\$15
NOS pair fender light lens in GM box	\$60
2 trunk shelf angle iron support brackets	\$5
Good Houskeeping book, 19 pages	\$5
Clock instruction book	\$5
Fuse for clock in original envelope	\$2
Tire balance card	\$2
Delco battery card	\$4
Buick owners travel guide folding map (dots where dealers are located). Very rare	\$15
NOS throw-out bearing (2)	\$35 each
NOS tailpipe hanger	\$5
NOS water outlet gaskets (14)	\$10 all
NOS Series 40 timing chain (3 in box)	\$40 each
NOS windshield wiper blades, 7 1/4" long in box (6)	\$5 each
12 running board clips to hold molding	\$10
NOS coil holder	\$4
NOS emergency brake cable	\$35
NOS speedometer cable	\$15
Heater switch	\$12
Thermostat housing w/spring base, to top	\$10
Thermostat housing w/spring base, to top	\$8
2 fan blades	\$8 each
Pair front fender braces, blasted and primed	\$15
Used clutch face (near new)	\$20
2 timing chain covers	\$5 each
Flywheel cover	\$5
Oil breather pipe	\$8
2 engine pulleys	\$5 each
2 valve covers (2 hole)	\$10 each
Heater hose holder	\$2
Signal-Stat directional unit	\$20
NOS brake hose (2 long, 1 short)	\$12 each
Air cleaner screen assembly w/NOS copper insert	\$20
Radiator restored to show condition	\$125
Head complete with shaft and lifters	\$25
NOS ring and pinion gears for Series 40	\$110
Used pressure plate	\$30
Gas tank sending unit	\$35

• **1938 PARTS**

One piece Decal for valve cover	\$5
3 Side hood script for a SPECIAL	\$10
3 piece radio delete buttons	\$8
2 inside door handles, very good	\$7
1 window crank	\$6
1 vent window crank	\$4

(Parts For Sale continued from page 22)

Throttle rod & plastic (2).....	\$4 each
6 plastic and chrome bezels for handles.....	\$10
Cigar lighter complete, excellent plastic.....	\$20
Body stainless molding, hood pair, 1 pc 2 door, set 4 door, coupe right rear.....	\$85 all
NOS tailpipe, has Buick logo on it.....	\$40
Pair front springs.....	\$40
Battery tray.....	\$15
NOS Delco rear shocks.....	\$125
Original green colored showroom poster 1938 Century Coupe.....	\$90
3 - 1938 Chassis lube sheets, 1 fair, 1 good, 1 very good.....	\$10
Owners manual, cover torn.....	\$10
Invitation salesman postcard picture, 38 Buick, Jenkintown, PA.....	\$10
Centerline radio book (repro).....	\$15
Semi-Automatic Transmission Manual.....	\$20

• **ALL PARTS PLUS SHIPPING**

Gerry Landry (#263)
34 Goodhue Avenue
Chicopee, MA 01020
Telephone: (413) 592-2746
(Call after 5 pm Eastern Time)
E-mail: oldcars@map.com

• **1937-1938 PARTS**

1938 front accessory grille guard, show quality.....	\$175
16" wheel trim rings, 2 new repro.....	\$22.50 each
16" wheel trim rings, 4 good used.....	\$15 each
1937 "Buick 8" grille logo, repro, mint.....	\$60
1937 hood ornament, mint repro.....	\$60
1937 tail light, red plastic, mint.....	\$12
NOS Delco voltage 3 prong regulator in box, p/n 1118315.....	\$65
1937-38 NOS 2nd gear, Series 60,80,90.....	\$45
1937 oil filler cap, good original.....	\$10
1937 gas cap, chrome, good used.....	\$5
1937 sidemount cover hub lock with key, excellent.....	\$45
NOS voltage regulator, Criterion brand for '37.....	\$35
1937 Roadmaster clutch throw out bearing, NOS.....	\$30
1937 NOS Roadmaster starter drive.....	\$15
4 1937 bumper guards, re-chromed, nice.....	\$25 each
1937 sidemount hub hold down dish, mint.....	\$25
Set of Roadmaster under fender sidemount braces, good used.....	\$70
1937 Special sidemount outer covers, straight, solid.....	\$40
1937 Big Series sidemount outer covers, one rusty, one poor.....	\$30
1937 radio, mint face, good plastic, works???.....	\$200
1937 Buick bottle jack with crank, excellent.....	\$80

SHIPPING EXTRA

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Woodbridge, CT 06525
Phone: (203) 397-8723

• **1937-1938 PARTS**

1938 Map Light Cover: Special; Century; Roadmaster; Limited	\$55.00 ea.
1938 Grill Badge; New	\$110.00 ea.
1938 Glove Box Plastic Ring; New	\$14.00 ea.
1938 Front Ashtray Plastic Pull; New	\$20.00 pr.
1938 Cowl Vent Knob; New	\$18.00 ea.
1938 Choke Knob; New	\$12.00 ea.
1938 Radio; Fully Restored; Working Condition	\$450.00
37-38 Oil Line Screens; NOS	\$5.00 ea.
37-38 Rotor	\$4.00 ea.
37-38 Point Set	\$7.00 ea.
37-38 Steering Knuckle Upper Shaft Pivot Seal	\$2.00 ea.
37-38 Brake Shoe Hold Down Spring Pin	\$1.00 ea.
37-38 Oil Pump Body Gasket	\$2.00 ea.
37-38 Manifold Gasket; 3 pc. Set	\$15.00 ea.
37-38 Muffler Clamp, Front	\$6.00 ea.
37-38 Door sills; 2 dr	\$85.00 pr.

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1937-1938

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1938

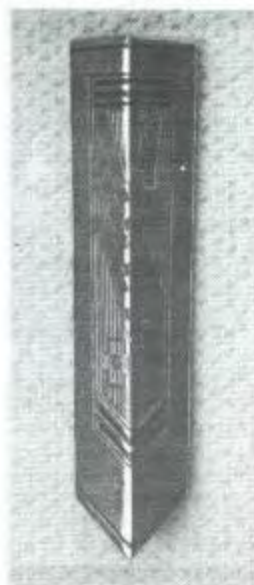
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Call with your needs.

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Cigar lighters	\$25
Coupe & convertible coupe seat	\$200
40/60 Series rear brake cables, good condition	\$40 pair
Century radiator	\$75
Special radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
Special manifold	\$75
Throttle cable	\$20
Special transmission	\$100
Special splash pans	\$40 pair
Century hood	\$100
Headlight switch	\$20
Radio grilles	\$15
Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick creast badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
Rear springs, 40 & 60 series, brand new	\$250 pair
Complete jump seat set with all hardware and buckets	\$500
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Coupe and Convertible left taillight, complete	\$200

• **1938 PARTS**

Gas tank, 40 & 60 Series, very good condition	\$200
Radio, complete with connectors and hanger bracket	\$200
Auxillary speaker	\$75
Taillights, complete	\$125 pair
Special automatic transmission, complete with column and all linkage	\$950
Special 3.6 rear end	\$750
Headlights, complete	\$350 pair
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Grille, minor pitting	\$200 pair
Slant back sedan trunk lid	\$175
Slant back sedan rear vent windows	\$100 pair

Special generator	\$75
Century motor, complete long block	\$500
Limited door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
Special hood lettering	\$20 pair
Rear license plate stand, bracket & light for sedan	\$45
Assist straps with screws	\$10 each
Throttle cable	\$20
Special radiator	\$75
Battery tray	\$20
Special manifold, complete	\$75
Special hood sides & tops	\$25 each
Century radiator	\$100
Owners manual and other misc. original glove box literature	\$75
Hubcaps, used	\$25
Clock	\$40
Cigarette lighter, complete	\$25
Deluxe heater	\$100
Jack handle only	\$20

• **1937 & 1938 PARTS**

1941 Dual carburetor Big Series manifold, no cracks	\$500
40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
Special air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each
Trunk hinges	\$75 pair
Front arm rests	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors	\$15
Special rear motor mounts	\$25
Century rear motor mounts	\$35
40 & 60 4 dr. sedan doors	\$75 each
Front vent window frames & mechanisms	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
Headlight adjusting buckets	\$100 pair
Front license bracket	\$35
Small and Large Series timing chain covers with '49-'53 seal	\$50
Small series 1941 dual carb set-up, complete with linkage	\$500

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(763) 427-3460

Parts WANTED

WANTED:

Need a restorable rumble seat lid handle for 1937 Buick 46-C convertible Coupe.
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e-mail lkmatley@hotmail.com

WANTED:

Pilot, Super Ray or Trippe driving lights. Also Appelton or Guide rectangular fog lights. Any condition or parts only.

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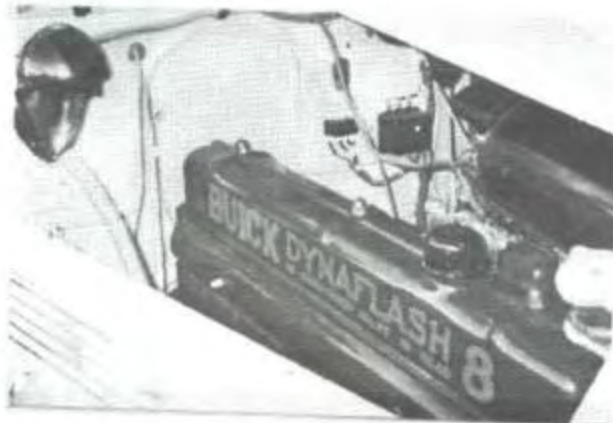
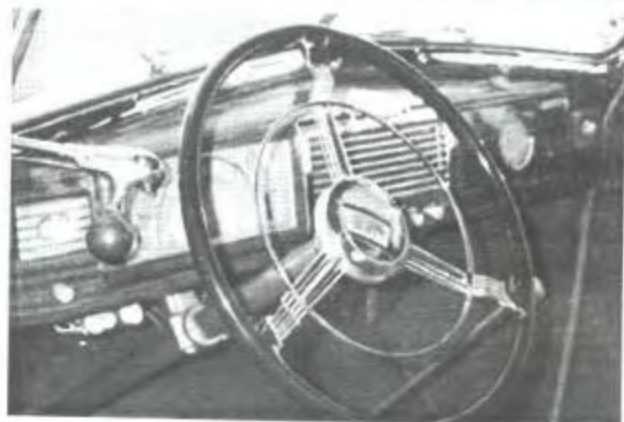
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1938 Century Rumble seat convertible has side mounts w/ metal covers, driving lights, proper spotlights, grained dash, genuine leather, radio, heater, banjo steering wheel, www tires. This car is in very nice restored condition done by Greg Fields.

It's everybody's dream car in the older circuits

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Cars FOR SALE



1938 LIMITED FOR SALE:

1938 Limited Model 90L

Black, right hand drive, European headlights, roll-up divider window, no radio, turn signals, sidemounts, air conditioning, windshield washer, missing spark plug cover.

The car was purchased in Japan from a collector. Car located in Los Angeles, CA

\$24,500.

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E-mail: hapas@cox.net

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1938 Buick Special 4 door Sedan in excellent condition. 67,000 original miles, history known since new. Still have the original bill of sale from 1938.

The car was repainted several years ago and the upholstery has been redone.

This car has never had any rust and is as straight as they come. Garage kept since new. Never any extensive restoration just a few cosmetic things done here and there over the years. New stainless steel exhaust installed and steering wheel restored this winter.

All new glass and seals

and 4 new wide white wall tires.

Drive this car anywhere with confidence.

Not a show car but the perfect touring car.

Rating a very weak #2 to a solid #3.

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Located in Southern New Jersey.

E-mail pictures are available.

\$9,500.

Fred Connolly

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E-mail: perduedefred@snip.net



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The chassis is nearly complete, has radiator, radiator support, grille support, no grille, most of the hood, rear fenders, 4 tires & wheels and 2 good '37 wheels without tires. The engine is free, never frozen but will need rebuilding, transmission and rear end good. There are several boxes of parts, handles, hinges, window regulators etc.....\$650

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Collegeville, PA 19426

Phone (610) 489-1253

E-mail: kriebel@erols.com

Aaron Robinson (#1700)
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Wetmore, CO 81253
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Gordon Kelley (#1711)
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IN MET. BROWN or MET. GRAY

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SHIPPING \$6.00 first model, & \$1.00 ea



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IN MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN
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Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

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1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item. **SATISFACTION GUARANTEED.** \$39.95 including shipping.



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1937-38 BUICK



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DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
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TRUNK SEAL-SEDANS 1/2" Wide;

Ser. 80-90.....TW-371.....	\$44.50
Sedans, 3/4" Wide:	
Ser. 40-60.....TW-371S.....	\$44.50

TRUNK SEAL For COUPES 5/8" x 1"

Sponge.....TL-369.....	\$2.10 ft.
1/2"x1"x16".....TL-1129.....	\$48.50

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Black.....CB-343BK.....	\$6.75 ea.
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PEDAL FLOOR SEALS; All Models

FS-375.....	\$12.95 pr.
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1937 ONLY! ACCELERATOR PEDAL Ser 40-60

Black.....AP-37B.....	\$34.25
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SHIFT BOOT 1937-38 Series 40 Only!

Black.....	\$9.75
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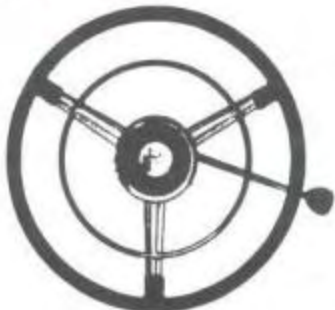
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